



## SERIES ONE

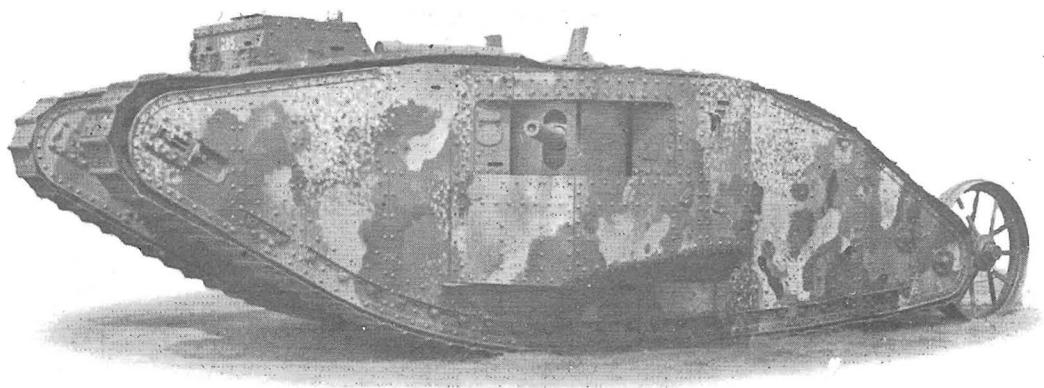
Panzer Jager "ELEPHANT"	(GE)
Tank Mark I 1916	(UK)
Tank Medium Mark A "WHIPPET"	(UK)
Panzer Kampfwagen I, "MODEL B"	
& Panzer Jager I	(GE)



**MILITARY VEHICLE PRINTS**

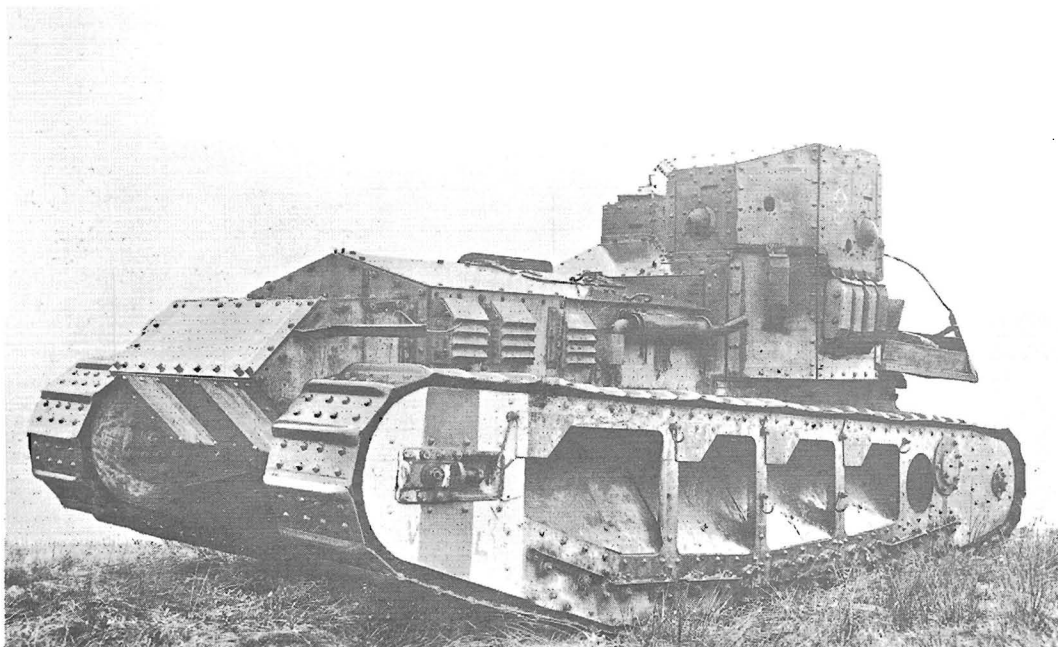
BELLONA  
30p

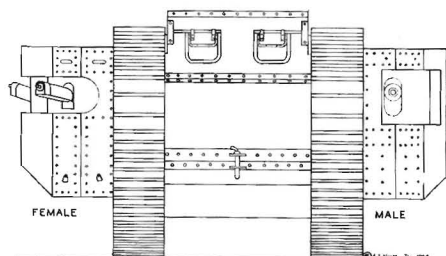
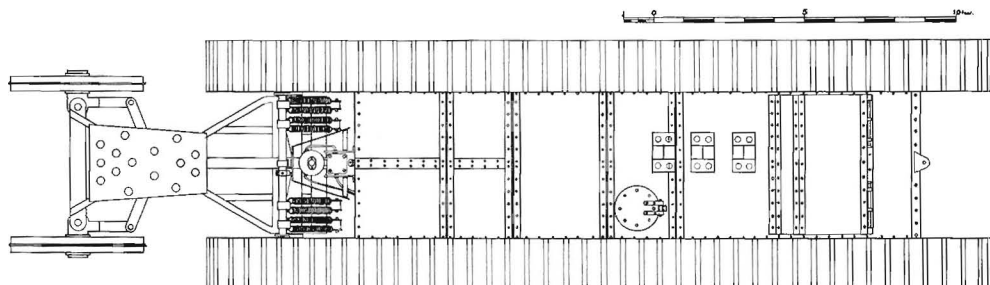
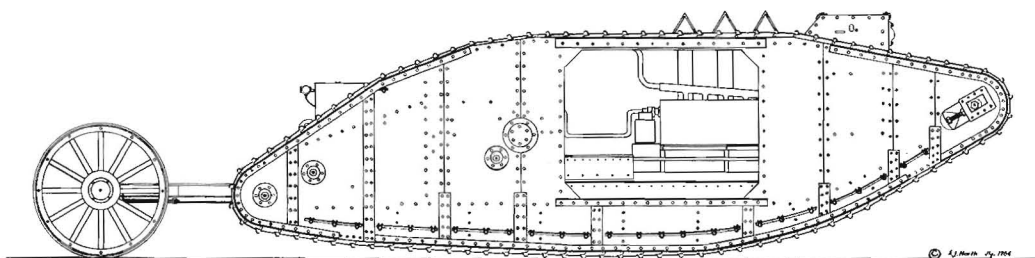
15p



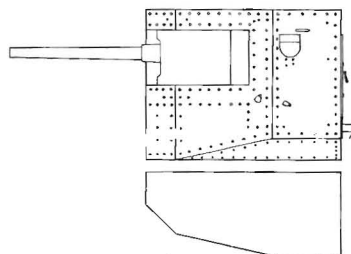
ABOVE: A Tank Mark I in typical 1916 Camouflage pattern. This vehicle is in its original trim with the ineffective hydraulic stabiliser wheels fitted. These were deleted in later models. (R.A.C. Tank Museum Photo)

BELOW: The Tank Medium Mark A followed what have since become more conventional lines. Although it never had much chance to prove itself in battle many useful lessons were learned from its use. (Imperial War Museum Photo)

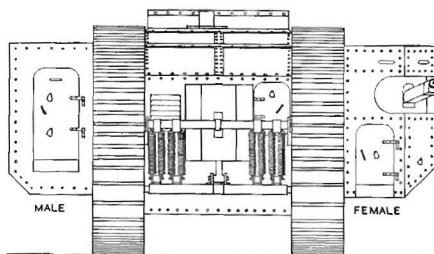




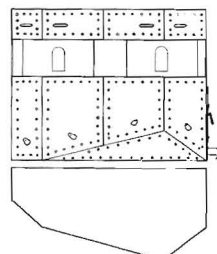
FRONT ELEVATION



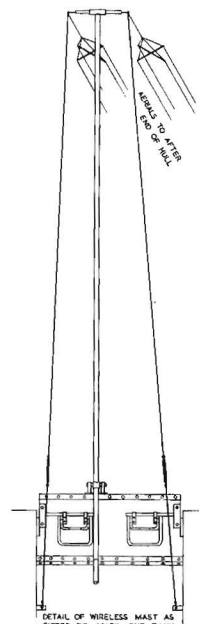
L/HAND MALE SPONSON



REAR ELEVATION



L/HAND FEMALE SPONSON



DETAIL OF WIRELESS MAST AS FITTED TO MARK ONE TANK

TANK, Mark 1 - 1916

Scale 1:76 (4mm. to 1 foot). Drawn by A.J.D.North

TANK, Mark 1, 1916.

First used operationally on Sept, 15th., 1916, at Flers-Courcelette during the Somme offensive, the Mark 1 tank was derived directly from the 'Mother' prototype which was of almost identical appearance. Armament was mounted in side sponsons (which could be unbolted to reduce width) rather than in a turret, so that the centre of gravity was kept as low as possible. Power unit was a 105 h.p. 6 cyl. Daimler engine, exhausting through the roof beneath the angled deflector plates. Four men were needed to crank the engine and major steering corrections were made by changing gear on the tracks, for which purpose two 'gearsman' were included in the crew. The tail steering wheels were used only for small alterations of course, being raised temporarily by the hydraulic ram for any sharp turns involving gear changes.

Two types of Mark 1 were produced in exactly equal numbers. These were the 'Male', armed with naval 6pdrs. for offensive purposes, and the 'Female' armed with Hotchkiss m/gs., to deal with infantry. The 6 pdrs. had an effective range of 2,000 yds. and a maximum rate of fire of 15-20 rounds a minute. The steering tail wheels were subsequently removed as they were found vulnerable to shell fire and ground obstructions. In 1917 some Mark 1s were fitted with wireless as Signal Tanks, a role in which they were used at Cambrai. Others had their guns removed and were used as Supply Tanks - with the word "Supply" painted in large white letters on the sponsons.

Technical Details

Loaded Wt. 28tons(Male), 27tons(Female); Petrol 46 gals. in 2 internal fuel tanks; Range 23 miles; Speed(m.p.h.) - 0.75(1st. gear), 1.3(2nd.), 2.1.(3rd.), 3.7(4th), 0.94(reverse); Crew 8 - Commander, driver, 2 gearsman, 4 gunners; Number built 150. These were followed by 50 Mark 11 and 50 Mark 111 which were similar to the Mark 1 but with minor improvements.

Colour Schemes

(ex-works) Light grey, some with legend 'With Care to Petrograd' painted on horns in Russian as security measure. (Western Front, 1916) Rich brown, yellow ochre, green, grey and black in patches. (1917) Olive/Khaki drab.

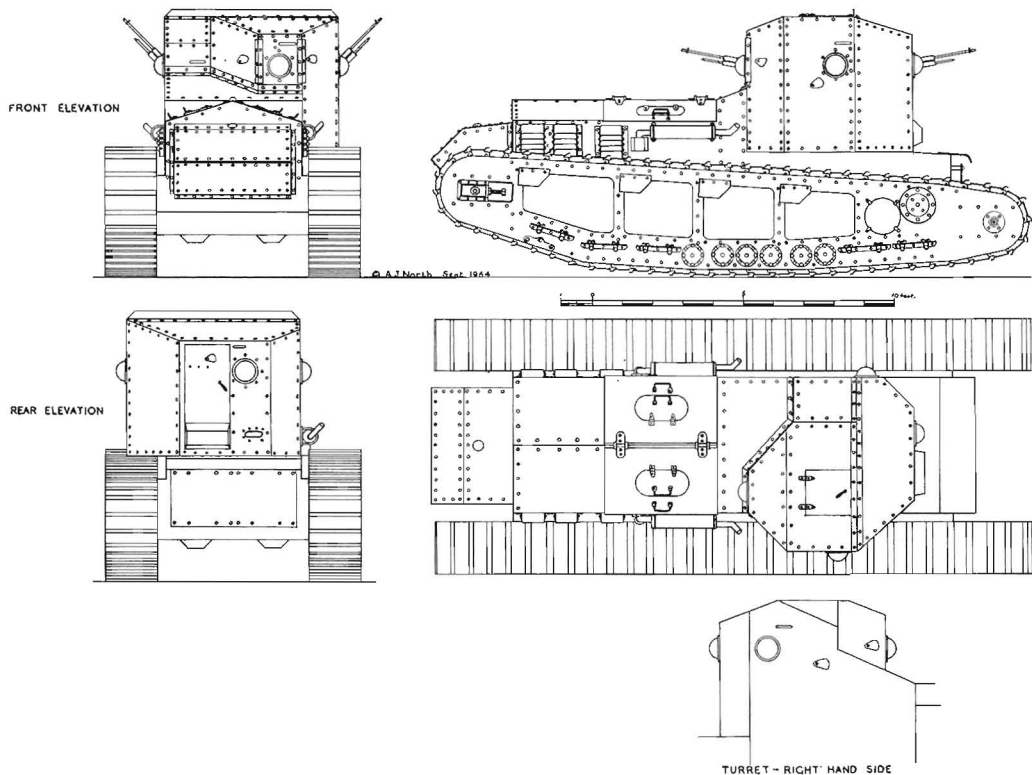
Modelling

Plates can be scored; rivets could be omitted in 1:76 scale, but if desired may be 'embossed' from the inside with a pin. Cut 4 side pieces to make two sides and construct sponsons separately. Slater's corrugated Plastikard is recommended for tracks since this is of exact scale size and appearance. Airfix limber wheels would be suitable basis for tail wheels.

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TANK, Medium Mark A (Whippet) - 1918  
 Scale 1:76 (4mm. to 1 foot). Drawn by A.J.D. North

TANK, Medium Mark A (Whippet) 1918.

Following the first tank action on the Somme in September 1916, the Tank Supply Department turned its attention to future production. A number of experimental designs were subsequently put in hand to test new methods of transmission, one of these being the Tritton Light Machine No. 2, also known as the Tritton Chaser. This vehicle was intended as a scouting or cavalry support tank, faster and more manoeuvrable than previous types. The idea of William Tritton of Fosters (who subsequently built the Whippets) was to have two engines, one for each track, steering being achieved by increasing or decreasing the speed on one or other of the power units. Each engine had a 4 speed and reverse gear box, controlling its own half of a divided cross shaft, while the final drive was by chains to the rear sprockets. For straight running the two half shafts were locked together.

Production Whippets were developed from the Tritton Chaser and the type was first used in action in the spring of 1918. In practice it was generally found that Whippets and cavalry did not work successfully together, horses being too fast for the tanks over good going and too slow on rough going. Subsequently Whippets were more often used in conjunction with heavy tanks rather than cavalry. Since Whippets could - and sometimes did - range well ahead of the main force they were supplied with carrier pigeons to facilitate communications. These were released through the small pivoted flaps, shown in the drawing.

The Whippet was the fastest tank built and used in World War 1, but by virtue of its transmission arrangement and rear end driving position it was also one of the most difficult to handle.

Technical Details:

Loaded weight, 14 tons; Fuel, 70 gallons in external fuel tank at front; Radius 80 miles; Armament, 4 Hotchkiss machine guns, 5,400 rounds; Crew, 3 (Commander, driver and gunner); Engines: Two 45 h.p. 4 cyl. Tylor. Max. speed, 8 m.p.h.; Number built, 200.

Colour Scheme:

Olive/Khaki drab, with or without vertical red and white recognitions stripes on front horns. Typical vehicle, 217, with number and name "Julian's Baby" in white on side of fighting compartment.

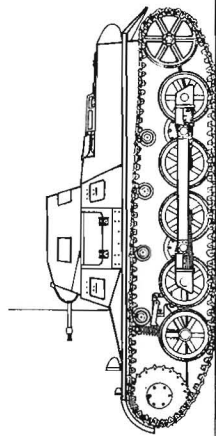
Modelling:

Make in four separate parts i.e. 2 track units, hull, and fighting compartment. Rivet detail can be omitted in 1:76 scale. For track use Slater's corrugated Plastikard. Reinforce all inside edges with scrap balsa.

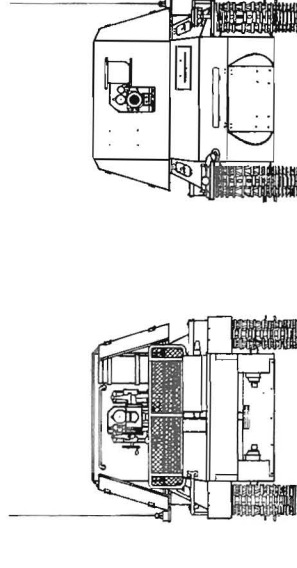
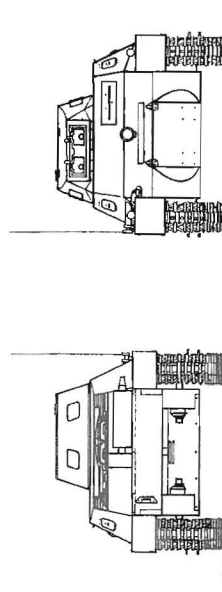
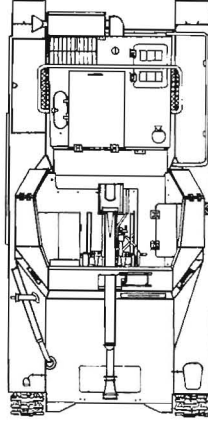
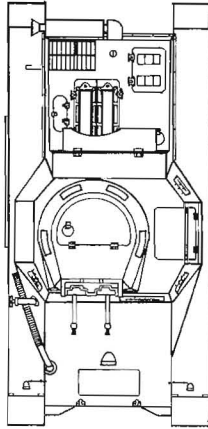
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REV. 3-4



PANZER KAMPFWAGEN 1, Model B - 1934      PANZER JAGER 1 - 1941

Scale 1:76 (4mm. to 1 foot). Drawn by H.L. Doyle

PANZER KAMFWAGEN 1, Model B(1934) & PANZER JAGER 1

When the official restriction on tanks was lifted in 1933, the immediate requirement in the German Army was for a simple, inexpensive training vehicle pending the development of larger models. Krupp of Essen produced a suitable prototype - designated LK B1 - inspired by the British Carden-Loyd tankettes and this ran for the first time on Feb. 3rd., 1934. 150 of these vehicles were ordered and became known to the Wehrmacht as the Pz. Kw.1. Model A. Later that year, an improved vehicle, the Model B, appeared. Further orders followed and in October 1935 the first three Panzer Divisions were formed, all equipped with the Pz.1.

Lightly armoured and mounting only m/g's, the Pz.1. first went into action in 1937 with the Nationalists in the Spanish Civil War, proving no match for the Russian T-26 tanks on the Republican side. Despite its limitations, however, the Pz. 1 was still the standard German light tank in the crucial years 1939-40, serving in the reconnaissance role. Subsequently the Pz. 1 was phased out of first-line service, being relegated to training duties or converted to munitions carriers or tractors. Others became Commander's Tanks, while 358 were converted by Alkett A.G. into Pz. Jager 1 self-propelled guns. These were mainly armed with the captured Czechoslovak 4.7 cms. PAK L/43 which was available in quantity. Employed on the Russian Front and in the Western Desert in late 1941, the Pz. Jager 1 was Germany's first s.p. gun though it was quickly superseded.

Technical Details:

(Pz.Kw. 1, Model B) Weight 5.7 tons; Crew 2; Road speed 26 m.p.h.; Max. Gradient 30 degrees; Armament 2 x 7.92 MG-34; Armour (min) 6mm., (max) 15mm.; Range 95/70 miles; Engine - 1 Maybach NL38 TR, 6 cyl. water cooled. Crash gearbox. (Pz.Jager 1) Road speed 24 m.p.h.; Armament 1 x 4.7 cms. PAK L/43; Elevation - 8 degrees to + 12 degrees; Traverse 15 degrees right to 15 degrees left; Ammo. stowage 74 rounds; Designation Sd.Kfz.101; Total construction (all variants) 1,500.

Modelling:

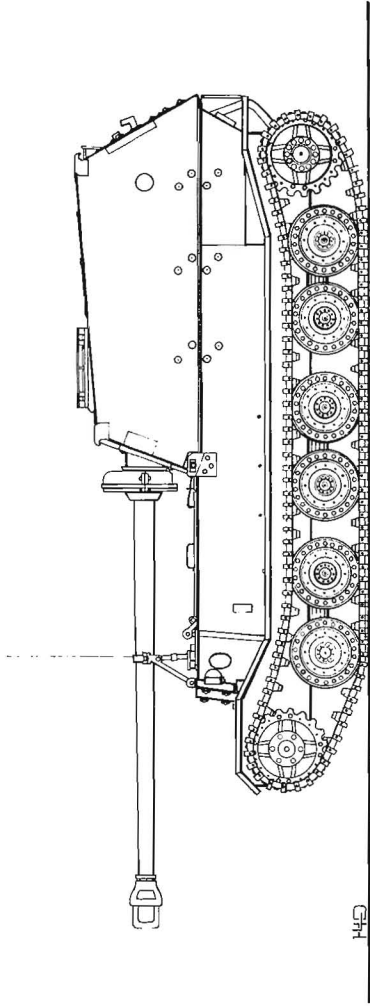
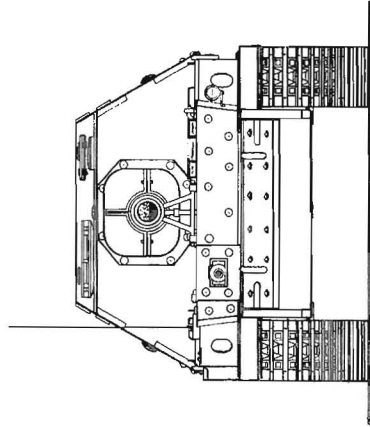
Use wheels and track from Airfix Universal Carrier. For PAK 4.7 cms. use Airfix 6 pdr. suitably modified.

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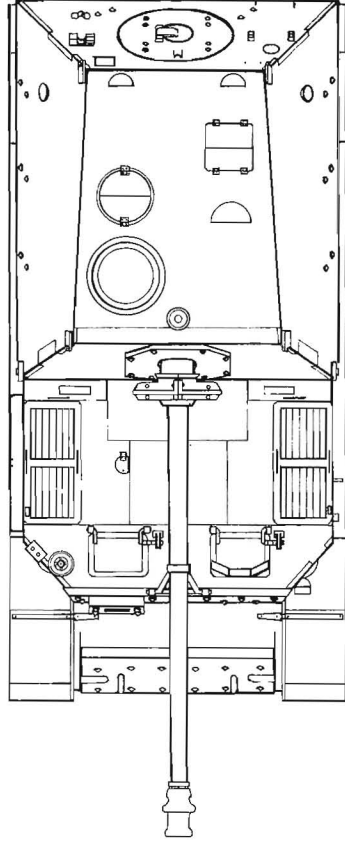
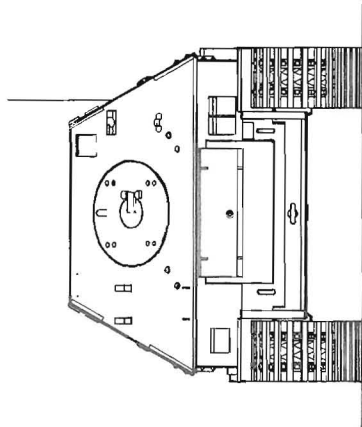
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SEPT. 64.



PANZER JÄGER Elephant - 1943  
Scale 1:76 (4mm. to 1 foot). Drawn by H. L. Doyle

PANZER JAGER Elephant (1943) formerly JAGD PANZER Ferdinand

Originally known as Ferdinand, the mighty Elephant came off the drawing board, in fact, in early 1942 as the Porsche Tiger prototype, designed to the same requirement as the Henschel Tiger for a 45 ton battle tank. Trials showed that the Henschel design was far superior, despite the many technical innovations in the Porsche model. Henschel production was therefore given priority while orders for Porsche Tigers were allowed to lag. Russian tank superiority, however, led to a need for more heavy assault guns so the Porsche Tiger models, 90 of which were partially completed, were adapted for this role. Dr. Porsche, himself, designed this new conversion. To avoid excessive overhang the new flat-trajectory PAK 43/2 8.8 cms. was mounted well back, set in a massive armoured fighting compartment, while entirely new engines were resited forward in the original turret space. Frontal armour on the superstructure was 170 mm. thick and plates which were bolted on the hull front and nose increased this thickness still more to 200 mm. These plates had the disadvantage of covering the m/g port and driver's vision slit (hatch periscopes were provided instead) and this suppression of the secondary armament displeased the Panzer experts who argued strongly for its retention. Their case was proved when the Ferdinands, formed into a Independent Panzer Regt. of 2 Battalions (45 Ferdinands each), went into action for the first time during the Kursk offensive (Operation Citadel, July 5th., 1943). The lack of a bow m/g meant that they were unable to neutralise the Russian infantry and machine gun nests, so that their initial success could not be exploited by the following German infantry. From then on, Elephants (as they were later named) were met only in ones or twos and played no significant part in subsequent campaigns. Many were refitted with a bow m/g, as shown in the drawing, and it was these which were met by the Allies in Italy.

Technical Details:

Loaded Wt. 71.7 tons; Empty 65 tons; Road speed 21 m.p.h.; Cross-country 12.5 m.p.h.; Range 50/62 miles; Max.Gradient 30 degrees; Engines - 2 Maybach 120 TR, 11.9 litres, powering electric motors which drove the rear sprockets; Gun 1 x 8.8 cms. PAK 43/2, 71 cal., Elevation - 6 degrees to +25 degrees; Traverse 12 degrees right to 12 degrees left; Ammo. stowage 40 rounds (A.P., H.E. and Hollow Charge); Side armour 90 mm.; deck armour (min.) 26 mm.

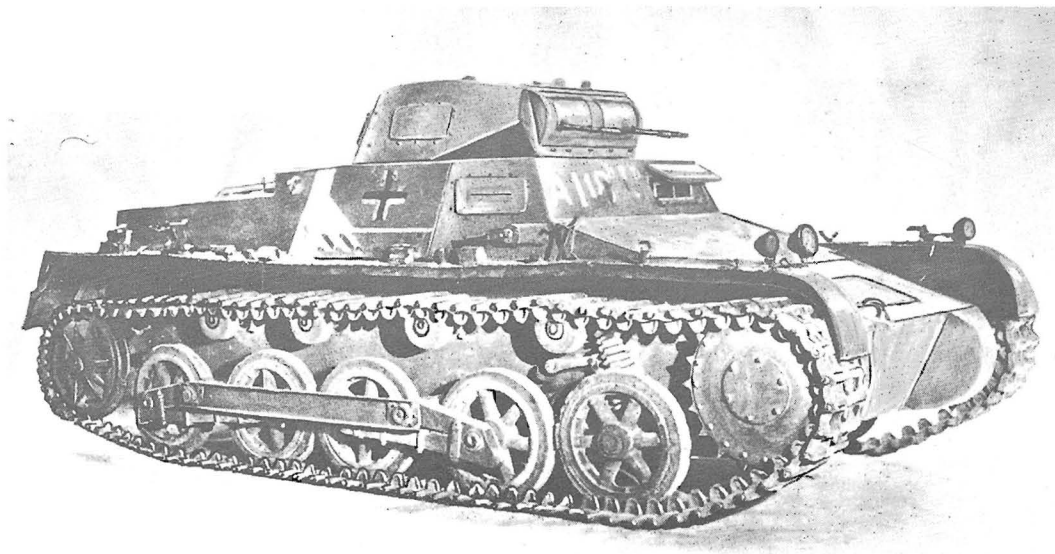
Modelling:

Use Airfix Tiger wheels and modified track (with card insert in top run to make up length). Build model in three parts, (1) lower hull to track covers (2) upper hull, (3) fighting compartment. Use grilles, cupola etc. from Tiger kit and modify Stalin gun for armament. Reinforce inner edges with scrap balsa; cut out all faces and sides separately.

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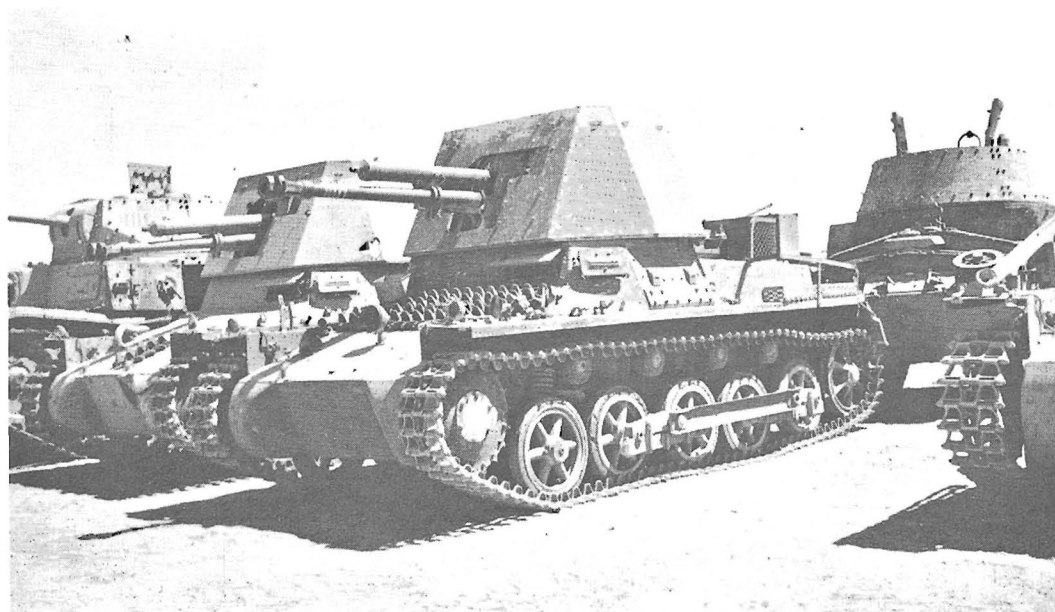
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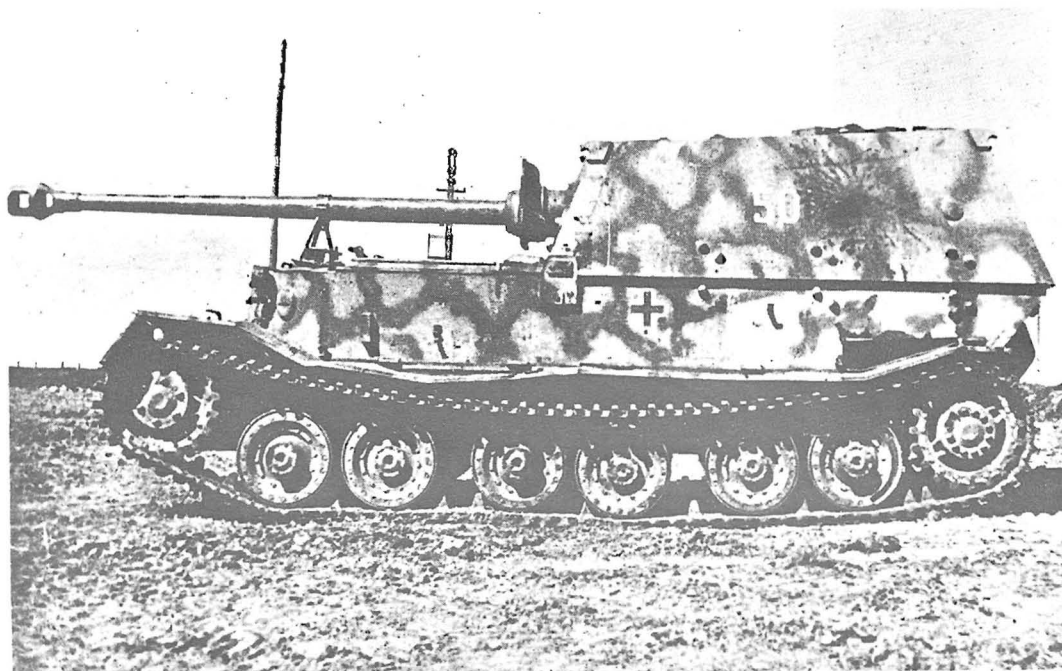
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ABOVE: The second model of Germany's first production tank, the Pz.Kpfw I Ausf.B. featured improved suspension and a six cylinder petrol engine in place of the earlier diesel.

BELOW: These Pz. Jaeger I captured in the desert proved a useful utilisation of a very obsolete chassis and the captured Czechoslovakian 4.7cm Antitank gun. The five white circles on the gun barrel indicate it was credited with five enemy AFVs destroyed.





ABOVE: This "Elefant" was captured by the Russians during the Kursk offensive in mid 1943. The camouflage of sand and green was typical for that period on the Russian front. (Imperial War Museum Photo)